

MURFREESBORO INTERIM ADVISORY DESIGN GUIDELINES:

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Introduction

These Interim Advisory Design Guidelines are adopted in order to promote the public safety, health, general welfare, prosperity, convenience and enjoyment; to protect the public and private investment in streets, streetscapes and existing and contemplated public and private facilities; to preserve and enhance property values; to preserve the scenic beauty of the community; and to provide a benchmark of aesthetic expectations for the design of projects. Once permanent design guidelines have been adopted, the interim advisory design guidelines will become null and void.

The Interim Advisory Design Guidelines will address architecture, street and parking lot design, appropriate building material and other components of site development.

The Interim Advisory Design Guidelines may have the greatest application toward new Planned Developments. However, these are advisory guidelines and it is the desire of the City of Murfreesboro that all developments strive to implement said guidelines into their proposed design.

The Interim Advisory Design Guidelines are to be a source of guidance for developers. Developers will be encouraged to incorporate these design principles into their plans.

Chapter 1 General Guidelines (Applies to All Proposed Zones)

- 1.1 All driveways should have a concrete, asphalt, or other hard dustless surface.
- 1.2 Underground utilities should be provided in all developments. No utility boxes are to be placed within driveways or sidewalks.
- 1.3 For uses other than single family and two-family residential, utility boxes and air conditioning units should be screened from view from public R.O.W.s with masonry walls consistent with treatment of buildings or with appropriate landscaping materials. It is the intent not to interfere with the operation of the mechanical unit or site drainage design.
- 1.4 Mechanical units should not be visible from the street if mounted on roofs. Parapet screening walls may be used; however, said parapet must reflect architectural compatibility with the proposed structure.
- 1.5 Dumpster and compactor units should be screened from public view off of public streets preferably with an opaque material consistent with the treatment of building.
- 1.6 Utilities proposed for any given development should be designed in a manner that promotes connectivity with its adjacent properties in order to accommodate future development for said neighboring property.

Chapter 2 Single & Two Family Dwelling Residential

- 2.1 Subdivisions should be developed with well-defined entrances. Development entrance signs should be landscaped and located on common area within the development that would be maintained by a homeowner's association.
- 2.2 Generally, streets should interconnect with streets in adjoining subdivisions.
- 2.3 Mandatory Homeowner's Associations should be created with responsibility to maintain any common elements that are proposed for the development in which said Homeowner's Association was created.

An active and properly constituted homeowners association is a necessity for the maintenance of common areas. Accordingly, no common areas will be allowed unless its continued maintenance is assured by the simultaneous creation of a homeowner's association with mandatory membership and assessments.

- 2.4 Lots fronting on a sub-collector, collector, or arterial street as defined by the Murfreesboro Major Thoroughfare Plan and Murfreesboro Subdivision Regulations should be created in a manner to reflect the quality and type of street upon which the lots front.
 - A. Small lot subdivisions with lots along arterial or collector streets should be designed to minimize driveways directly onto the arterial or collector streets. Accordingly, these subdivisions should be designed with larger lots along the arterial or collector streets. Rear access for lots, reverse/double frontage lots, or other appropriate design techniques should be utilized to minimize roadway access points.
 - B. Alleys can be used to allow a reduction in lot width even in cul-de-sacs provided that the utility service entrances are not in conflict with driveways.
 - C. Subdivision lots along streets that are anticipated to be widened to arterial or collector streets in the future should be designed to reduce crowding of the structures onto the street and should be designed to minimize driveways onto the street. The lots should be increased in size and the lots should have reverse frontage or access from the rear.

2.5 Garages

- A. Subdivisions should be designed and structures should be sited so that front entry garages do not front directly onto collector, sub-collector, and arterial streets as defined by section 2.4.
- B. Front entry garages should be avoided on lots with less than 35-foot front setbacks unless it is shown that there is adequate off-street parking that is provided by a combination of driveway and garage spaces.

- C. Front entry garages should not project substantially in front of the rest of a house and become the dominant feature of that façade.
 - D. Front entry garage driveways should have a minimum width of 16 feet (this includes single car garages).
 - E. All houses should have driveways and in the event there is no garage, the driveway should extend a minimum of 40 feet into the property for single width driveways and a minimum of 25 feet for double width driveways.
 - F. Garages should be accessible and of adequate width and depth to park and access a standard car. A garage should not be constructed so as to be only usable for storage.
- 2.6 Cul-de-sacs should not have islands or other obstructions unless they have been designed so that they do not pose access problems for emergency or service delivery vehicles such as solid waste vehicles.

Chapter 3 Multi-Family Residential

- 3.1 The minimum width between a building and curb/sidewalk should be 10’.
- 3.2 Parking lots between buildings and arterials and collector roads as defined by Murfreesboro’s Major Thoroughfare Plan and Murfreesboro Subdivision Regulations should be prohibited. Access drives, that run parallel to the development’s road frontage, will be discouraged within the minimum building setback yard along said frontage.
- 3.3 Parking spaces should be located in close proximity to the units they serve.
- 3.4 A minimum driveway depth of 20’ should be provided when garages are incorporated.
- 3.5 A pedestrian sidewalk should border along the parking lot between proposed buildings and parking areas. This sidewalk system is to provide appropriate pedestrian connectivity to amenity areas, parking spaces and proposed dwelling units.
- 3.6 Color Selections
- A. Color selections should be in keeping with values of the surrounding properties and the communities of Murfreesboro.
 - B. Colors should be examined/reviewed per a proposed building’s use and purpose.

- 3.7 Site lighting should be directed to remain onsite and off-site light spillage should be minimized. Wall pack lighting should not be used if visible from the public right-of-way. Flush mounted lighting should be used under canopies.

Chapter 4 Commercial/Office

- 4.1 Corrugated metal siding should not be used on any proposed structures within the Commercial/Office zoned districts. Pre-finished standing seam metal roof panels would be considered for roof applications.
- 4.2 Development along SR-840 and I-24
 - A. Loading areas should not be oriented toward SR-840 and I-24.
 - B. Architectural features should accent building walls that are visible from I-24 and SR 840.
- 4.3 Long expanses of unbroken walls or rooflines should be avoided.
- 4.4 Buildings should be designed to have a defined base.
- 4.5 Service areas and loading areas should be screened from public streets and/or adjoining property owners.
- 4.6 Gasoline pump canopies
 - A. Should not be simple flat metal structures.
 - B. They should have attractive rooflines and should incorporate architectural elements of the principal building on the site.
 - C. Flush mounted lighting should be used under canopies. Light fixture lenses will be required to be flush with the soffit. Lenses which project under the soffit would be discouraged.
- 4.7 Color Selections
 - A. Color selections should be in keeping with values of the surrounding properties and the communities of Murfreesboro.
 - B. Colors should be examined/reviewed per a proposed building's use and purpose.
- 4.8 Parking lots should not be used for outside storage, i.e., landscaping supplies, gardening supplies, portable buildings, etc.

- 4.9 Site lighting should be directed to remain onsite and off-site light spillage should be minimized. Wall pack lighting should not be used if visible from the public right-of-way. Flush mounted lighting should be used under canopies.

Chapter 5 Industrial

- 5.1 Loading areas should not be visible from the public right-of-way. In the event loading areas must be visible from the public right-of-way, they should be screened.
- 5.2 Site lighting should be directed to remain onsite and off-site light spillage should be minimized. Wall pack lighting should not be used if visible from the public right-of-way. Flush mounted lighting should be used under canopies.
- 5.3
- 5.4 Corrugated metal siding should not be used in areas that will be visible from public streets.
- 5.5 Development visible along SR-840 and I-24
 - A. Loading areas should not be oriented toward SR-840 and I-24.
 - B. Architectural Features should accent building walls that are visible from I-24 and SR 840.
 - C. Corrugated metal siding will be discouraged if visible from I-24 or 840.
- 5.5 Outdoor employee break areas should be located appropriately, avoiding service areas and accommodating convenient access/entry points. This area could also be utilized as formal open space and assist in improving the view of the proposed development from the public right-of-ways and/or adjacent properties.